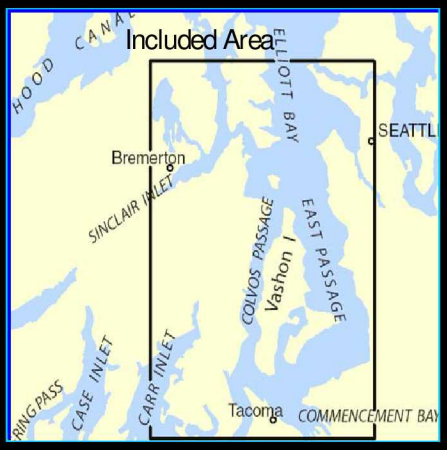
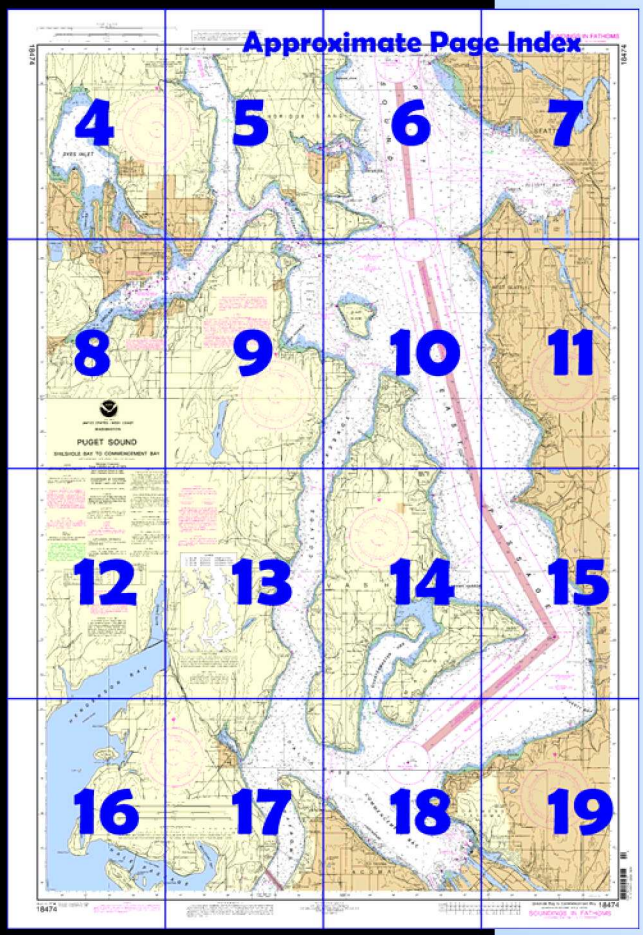
BookletChart™

Puget Sound – Shilshole Bay to Commencement Bay

(NOAA Chart 18474)





A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

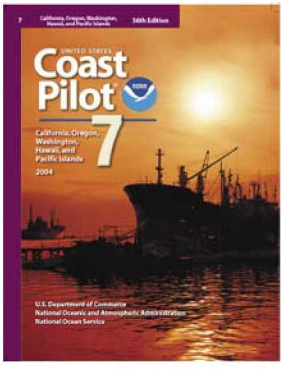
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 13 excerpts]

(109) **Murden Cove** is an open bight on the W side of the sound about 3.5 miles S of Point Monroe. **Skiff Point,** the N entrance point, has low yellow bluffs to the S. A shoal, covered by kelp, extends about 250 yards from the point; this shoal is reported to be building out and should be given a wide berth. **Yeomalt Point,** the S entrance point, is a low, grassy sandspit, 150 yards wide, rising gradually to the general level of the high land.

(110) **Wing Point,** on the N side of the entrance to Eagle Harbor, is a narrow, bluff point 30 feet high, covered with trees to the edge. **Tyee Shoal,** 0.7 mile SSE of Wing Point, with a least depth of 15 feet, is marked by a light with a fog signal.

(112) **Eagle Harbor** indents the E shore of Bainbridge Island opposite Elliott Bay.

(114) **Winslow** is the largest town on Bainbridge Island. It is on the N shore of Eagle Harbor, and is a major ferry port on the cross-sound routes to and from downtown Seattle.

(116) **Creosote,** a low flat extending 350 yards inland, then rising abruptly to over 200 feet, is on the S side to the entrance of Eagle Harbor. Two lights and a buoy mark shoals to the NW and E. **Eagledale,** is a small town with three marinas, on the S shore about 0.5 mile W of Creosote.

(117) **Blakely Rock,** the highest of four rocks, is prominent in approaching Blakely Harbor; it is 0.7 mile N of Restoration Point and at high water shows about 15 feet at its highest point.

(118) **Blakely Harbor** is a small inlet on the E shore of Bainbridge Island near its S end.

(119) **Restoration Point** is flat and about 10 feet high for 300 yards from the shore, then it rises abruptly to a wooded knoll about 100 feet high, on which a flagpole and a number of large buildings are prominent. **Decatur Reef,** partly bare, extends 300 yards E of Restoration Point.

(123) **West Point,** at the N entrance to Elliott Bay, is a low, sandy point which rises abruptly to an elevation of over 300 feet 0.5 mile from its tip. The edge of the shoal extending WSW from the point is marked by a lighted buoy. **West Point Light** (47°39'43"N., 122°26'09"W.), 27 feet above the water, is shown from a 23-foot white octagonal tower attached to a building on the end of the point; a fog signal is at the station.

(124) **Alki Point,** at the S entrance to Elliott Bay, is low with a small prominent wooded knoll about 80 feet high immediately back of it. E of the knoll, lowland extends for nearly 0.4 mile before rising to the high land extending S from Duwamish Head. **Alki Point Light** (47°34'35"N., 122°25'14"W.), 39 feet above the water, is shown from a 37-foot white octagonal tower attached to a building on the end of the point. A fog signal is at the light.

(125) **Elliott Bay** indents the E shore of Puget Sound just N of Duwamish Head.

(129) **Duwamish Head,** 1.8 miles NE of Alki Point and rising to over 260 feet from the point, bounds Elliott Bay to the S.

(138) **Duwamish Waterway,** extending S from West Waterway, is fronted by factories and industrial plants for more than 4 miles.

(358) **Sinclair Inlet**, site of the city of Bremerton and the Puget Sound Naval Shipyard, is entered from Rich Passage and Port Orchard on the E, and Port Washington Narrows on the N. The inlet is 3.5 miles long, extending in a WSW direction from **Point Herron,** which is at the junction of Port Washington Narrows and Port Orchard.

(361) **Annapolis** is a village on the S shore of Sinclair Inlet directly S of Point Herron.

(363) The town of **Port Orchard** is on the S shore about 0.5 mile W of Annapolis.

(369) **Port Washington Narrows**, 3 miles long, joins Sinclair and Dyes Inlets.

(372) **Anderson Cove** is a small bight on the S shore about 1.5 miles above the East Bremerton Bridge.

(373) **Phinney Bay,** 0.8 mile long, makes into the W shore near the N end of the narrows. Bremerton Yacht Club has its moorage with floats on the W side of the bay. **Rocky Point** is on the W side of the N entrance of the narrows.

(374) **Dyes Inlet** extends about 3 miles NNW from the N end of the narrows to the village of **Silverdale** on the W side of the head of the inlet. The village of **Tracyton** is on the E shore just N of the narrows.

(376) **Ostrich Bay** is an inlet in the SW part of Dyes Inlet.

(378) A depth of 6 feet can be carried from Ostrich Bay into **Oyster Bay** on midchannel courses.

(379) **East Passage**, on the E side of Vashon and Maury Islands, extends from Alki Point SSE for 12.5 miles to Robinson Point, and thence SW for 6 miles to Browns Point.

Table of Selected Chart Notes

Corrected through NM Oct. 25/03
Corrected through LNM Oct. 7/03

Mercator Projection
Scale 1:40,000 at Lat. 47°28′N

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE C

Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Wash., or at the Office of the District Engineer, Corps of Engineers in Seattle, Wash. Refer to charted regulation section numbers.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.649" southward and 4.461" westward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

NOTE B
CAUTION

Limits of Log Storage and Booming Grounds are subject to change.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOTE D
CAUTION

Numerous uncharted sunken logs and stub piling are known to exist in this area.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, Wash	KHB-60	162.55 MHz

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

NOTE E
CAUTION
MOORING CABLE

Mooring cable is suspended above water line. Mariners should use extreme caution when transiting the area.

Note H

Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous quick flashing yellow (Q Y) lights and approximately mark the Restricted Areas surrounding the facility. (CFR 334.1240 add Bremerton restricted area/security area)

NOTE F

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

COLREGS, 80.1395 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

NOTE G

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Puget Sound waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and / or chapter 2 of the U.S. Coast Pilot.

North America.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Brownsville, Port Orchard	(47°39'N/122°37'W)	11.8	11.0	2.9	-5.0
Seattle, Elliott Bay	(47°36'N/122°20'W)	11.4	10.5	2.8	-5.0
Port Blakely	(47°36'N/122°31'W)	11.5	10.6	2.8	-5.0
Tacoma, Commencement Bay	(47°15'N/122°26'W)	11.8	11.0	2.9	-5.0
Gig Harbor	(47°20'N/122°35'W)	11.8	11.0	2.8	-5.0
Bremerton, Port Orchard	(47°34'N/122°37'W)	11.7	10.9	2.8	-5.0

(802)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

SCALE 1:40,000
Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000
Meters
1000 0 1000 2000 3000 4000 5000

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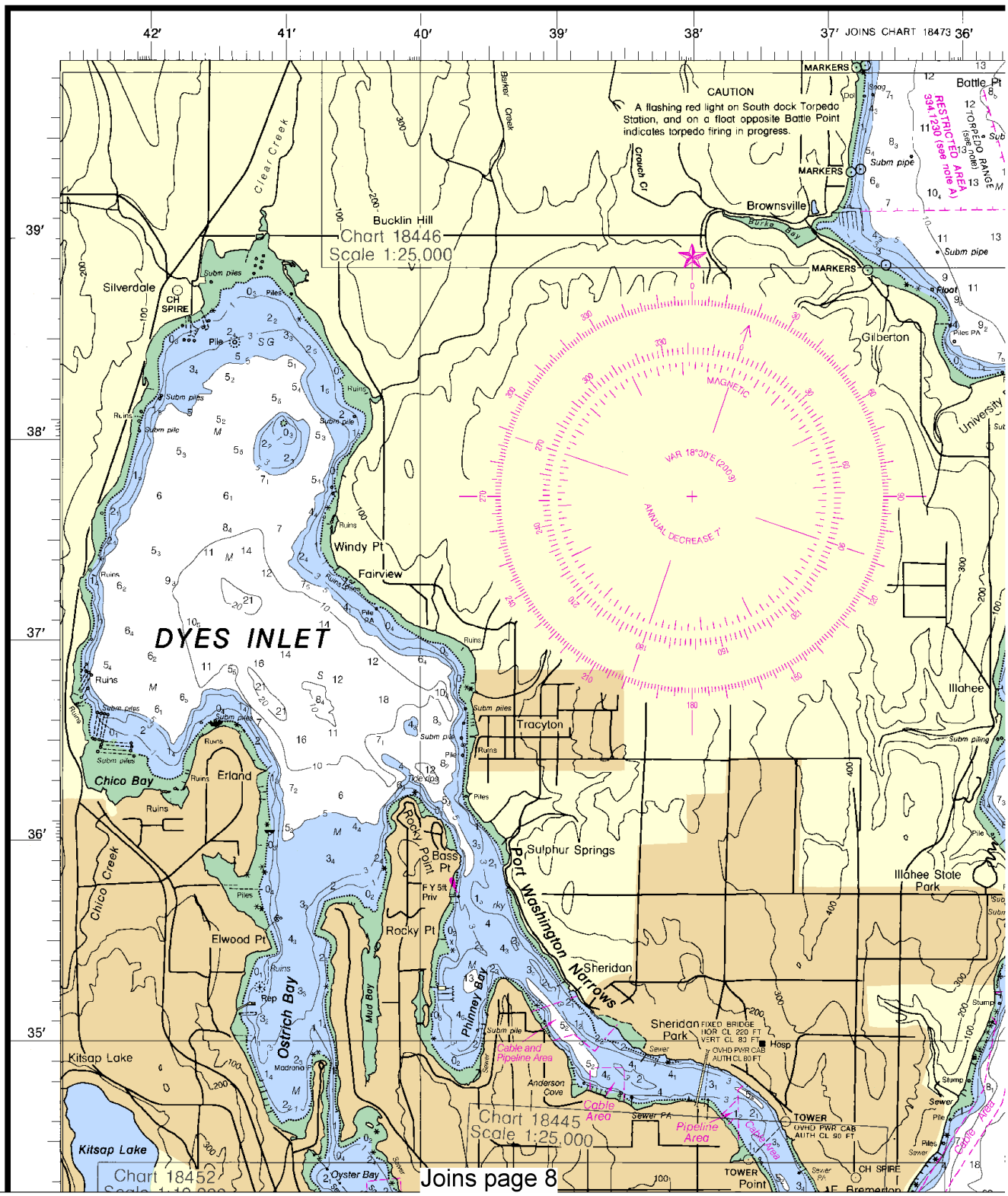
improving this chart t
Service, NOAA, Silve



Joins page 8

North

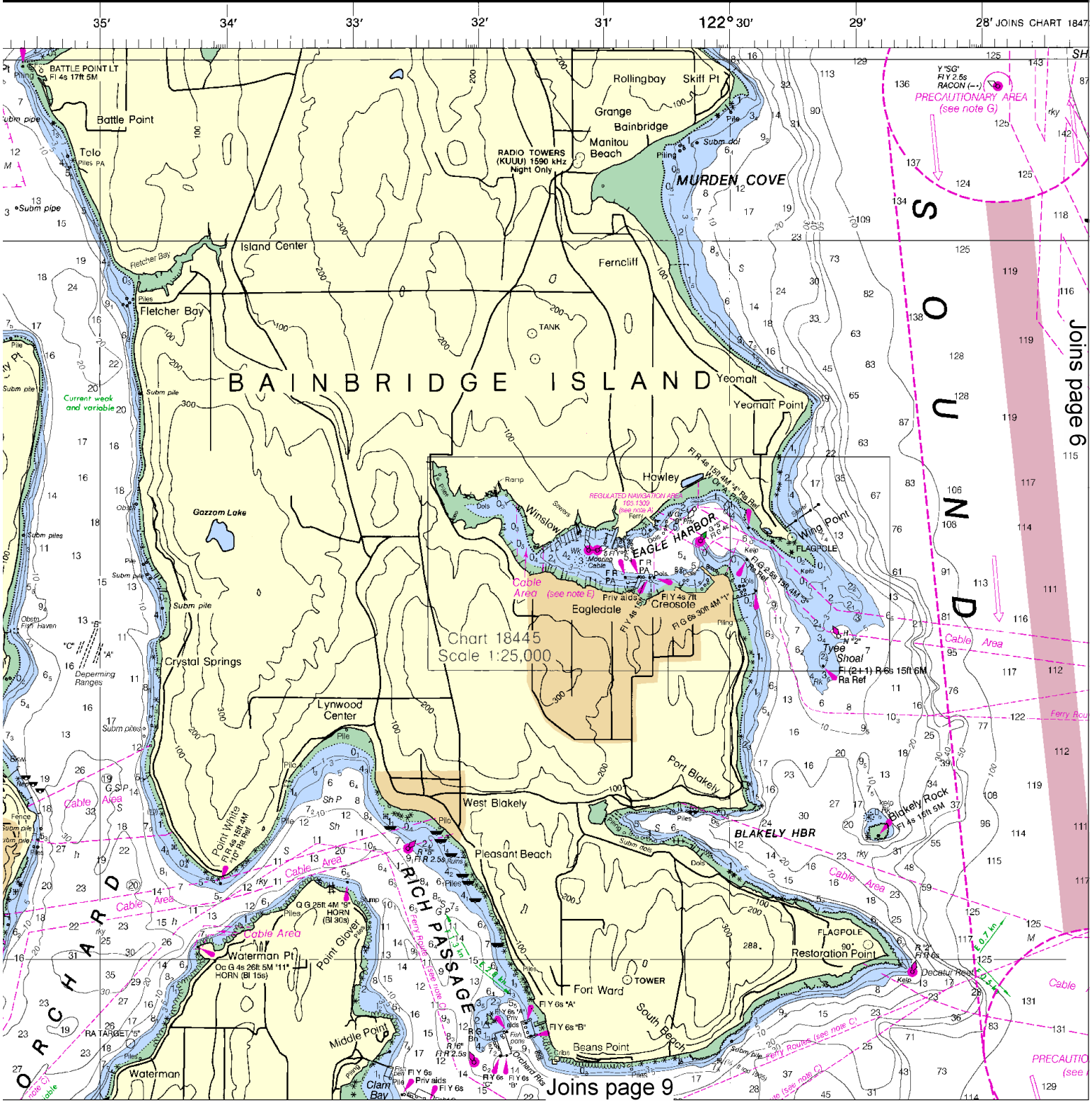
Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

hart has been designed to promote safe navigation. The National
ourages users to submit corrections, additions, or comments for
rt to the Chief, Marine Chart Division (N/CS2), National Ocean
ver Spring, Maryland 20910-3282.

1st Edition Sept 1984 , KAPP 1679



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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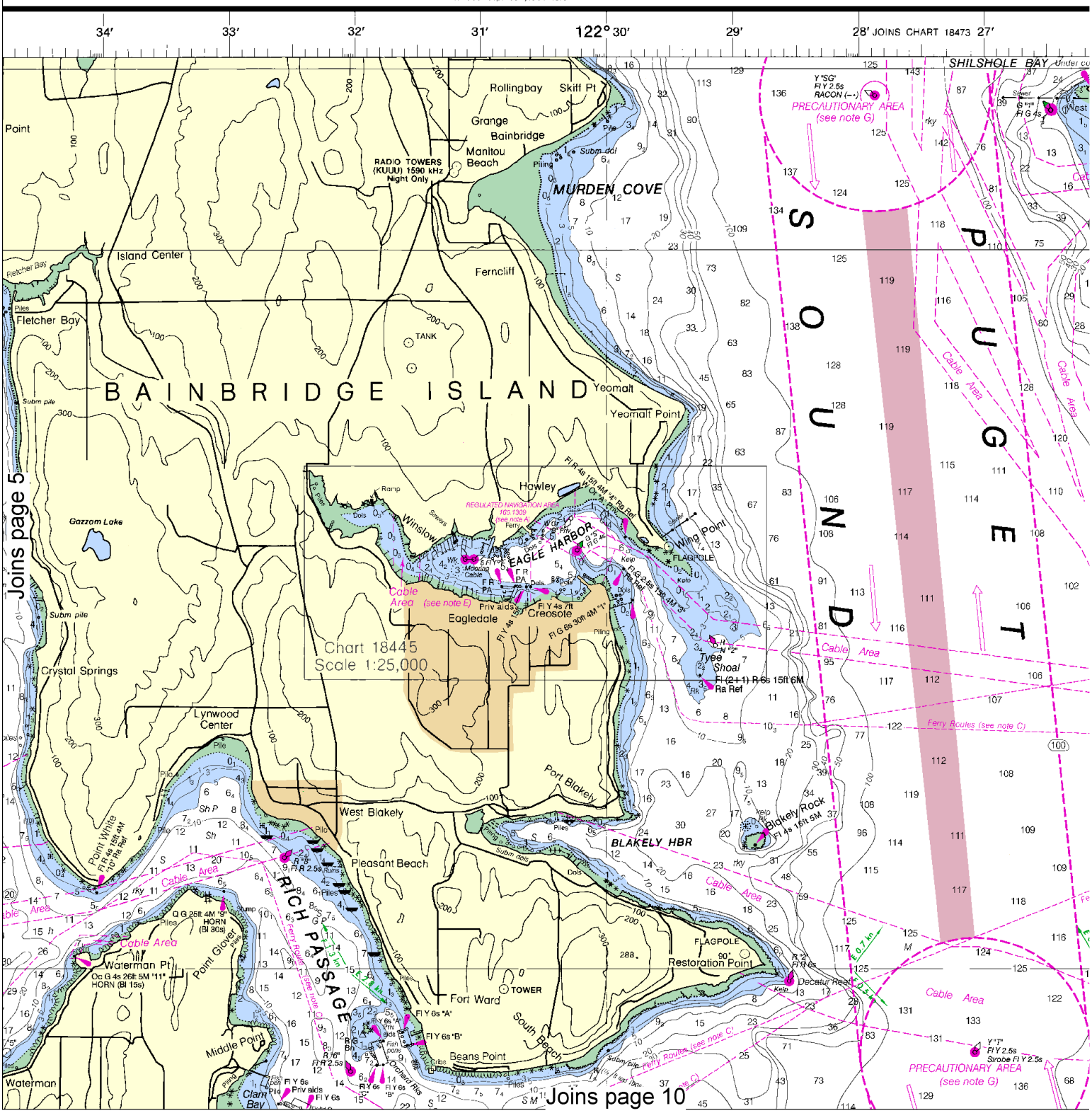
Division (N/CS2), National Ocean
3282.

1st Edition Sept 1984 , KAPP 1679



6

North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

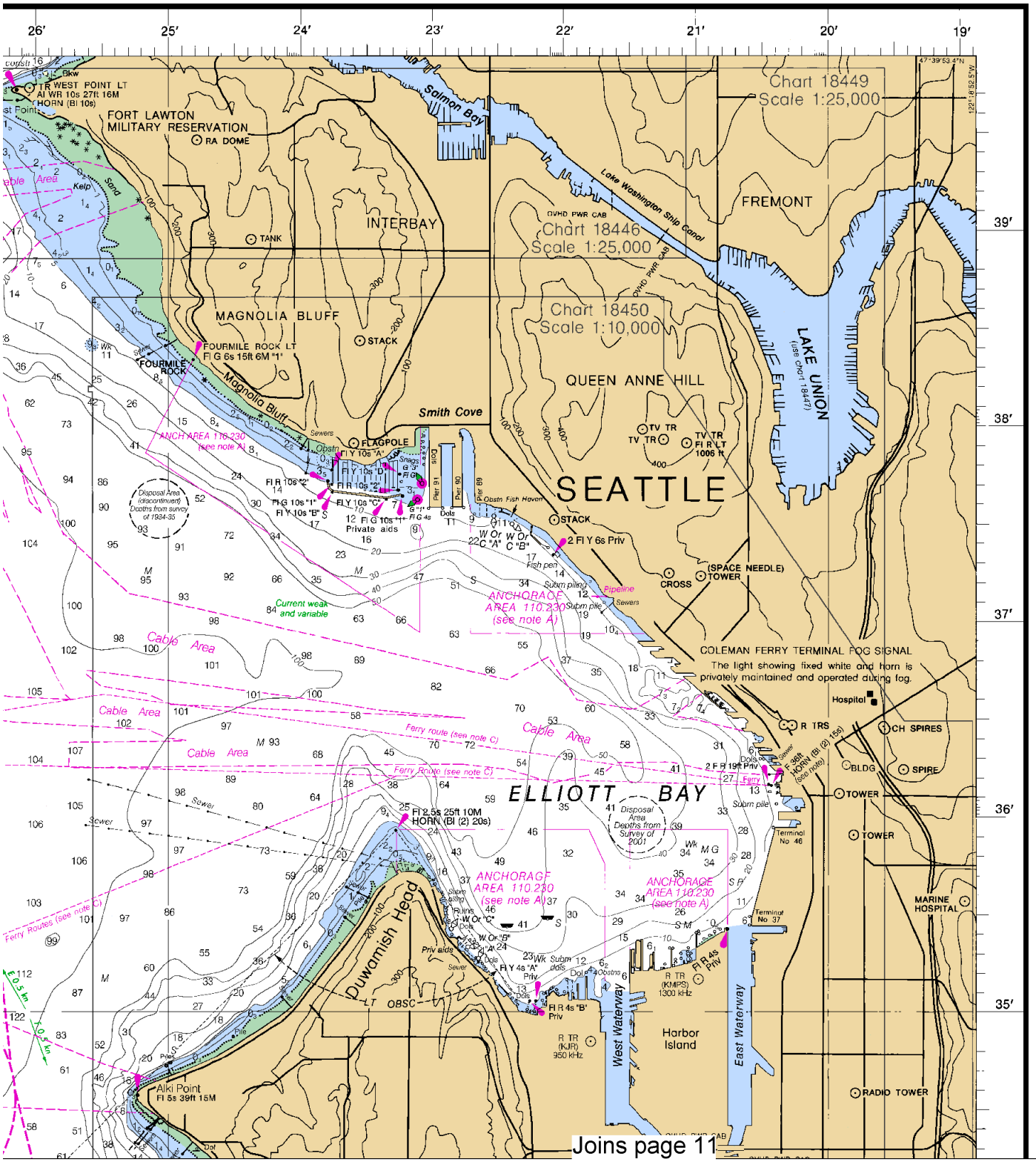
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

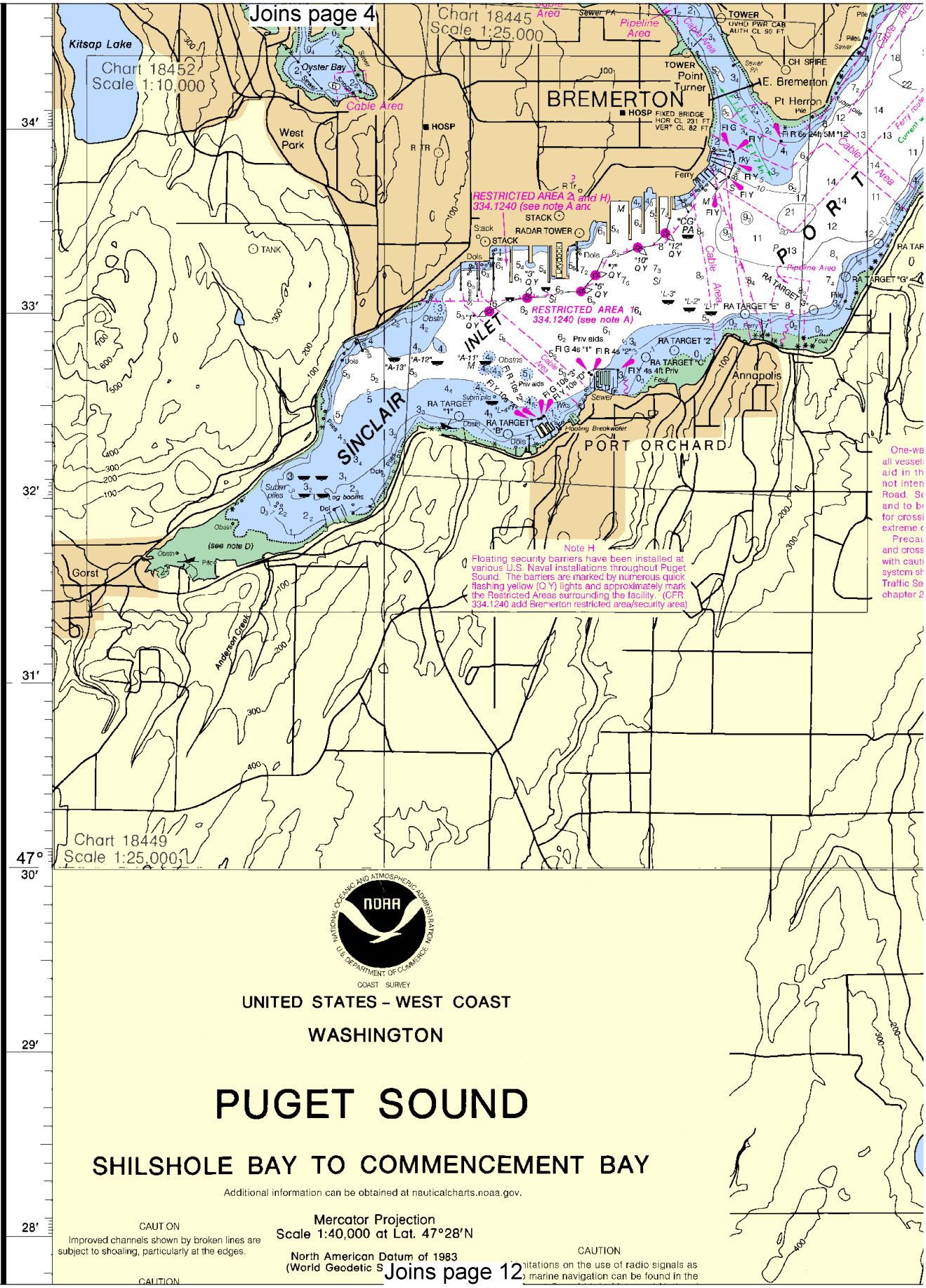
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

18474



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .



NOAA

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

COAST SURVEY

UNITED STATES – WEST COAST

WASHINGTON

PUGET SOUND

SHILSHOLE BAY TO COMMENCEMENT BAY

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Mercator Projection
Scale 1:40,000 at Lat. 47°28′N

North American Datum of 1983
(World Geodetic S

CAUTION

ıltations on the use of radio signals as
) marine navigation can be found in the

Joins page 12

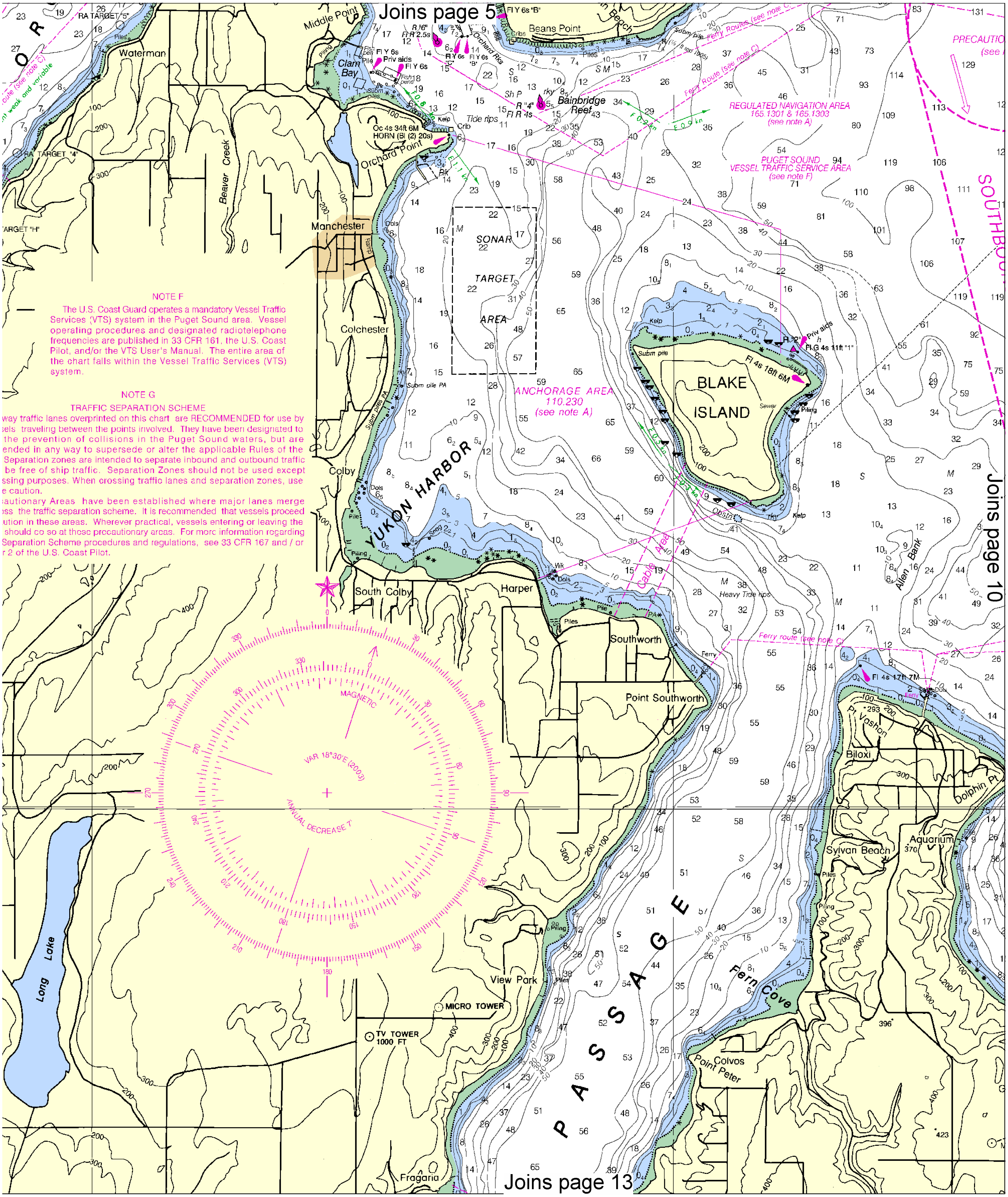
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
Middle Point
Beans Point
Clam Bay
Waterman
Orchard Point
Oc 4s 34ft 6M HORN (Bl (2) 20s)
Orchard Rks
Bainbridge Reef
Tide rips
Beaver Creek
Manchester
Colchester
Colby
South Colby
Harper
Southworth
Point Southworth
YUKON HARBOR
SONAR TARGET AREA
ANCHORAGE AREA 110.230 (see note A)
BLAKE ISLAND
Fl 4s 18ft 6M
Fl G 4s 11ft "1"
Priv aids
REGULATED NAVIGATION AREA 165.1301 & 165.1303 (see note A)
PUGET SOUND VESSEL TRAFFIC SERVICE AREA (see note F)
PRECAUTIO
SOUTHBOU
Ferry Route (see note C)
Ferry route (see note C)
Cable Area
Heavy Tide rips
Allen Bank
Fl 4s 17ft 7M
Pt Vashon
Biloxi
Dolphin Pt
Aquarium
Sylvan Beach
Fern Cove
Colvos
Point Peter
View Park
MICRO TOWER
TV TOWER 1000 FT
Fragaria
Long Lake
PASSAGE
MAGNETIC
VAR 15°30'E (2003)
ANNUAL DECREASE 7'
NOTE F
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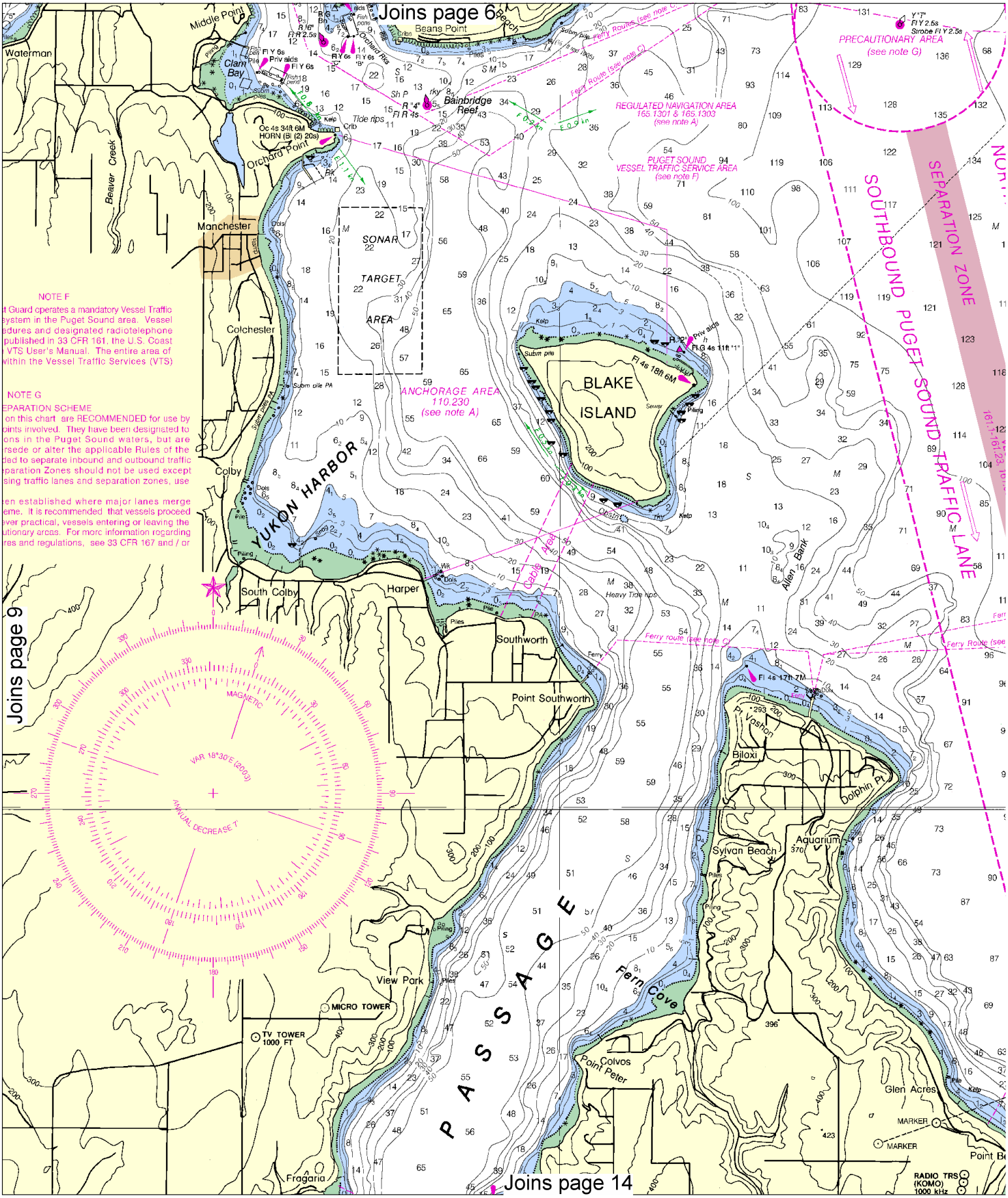


10

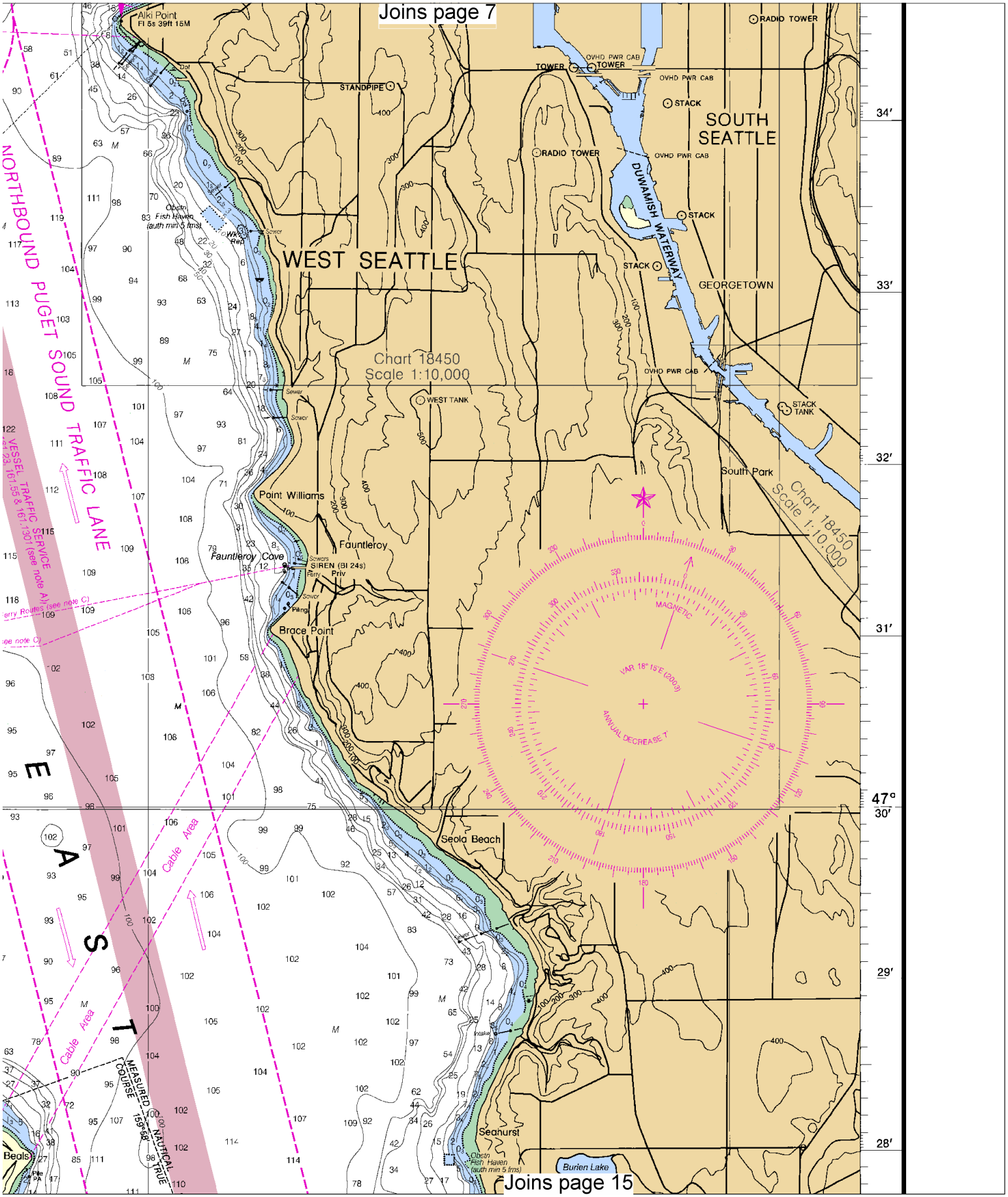
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Alki Point
Fl 5s 39ft 15M
NORTHBOUND PUGET SOUND TRAFFIC LANE
VESSEL TRAFFIC SERVICE
WEST SEATTLE
SOUTH SEATTLE
GEORGETOWN
DUWAMISH WATERWAY
RADIO TOWER
TOWER
OVHD PWR CAB
STACK
STANDPIPE
WEST TANK
STACK TANK
Chart 18450
Scale 1:10,000
Point Williams
Fauntleroy
Fauntleroy Cove
SIREN (Bl 24s)
Brace Point
Seola Beach
Seahurst
Burien Lake
South Park
Chart 18450
Scale 1:10,000
MAGNETIC
VAR 18° 15'E (2009)
ANNUAL DECREASE 7'
Cable Area
Cable Area
MEASURED COURSE 159°-339° TRUE
NAUTICAL
Beals
Joins page 15
34′
33′
32′
31′
47° 30′
29′
28′

Joins page 8

Projection
Scale 1:40,000 at Lat. 47°28'N

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

HEIGHTS
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE E
CAUTION
MOORING CABLE
Mooring cable is suspended above water line. Mariners should use extreme caution when transiting the area.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Wash., or at the Office of the District Engineer, Corps of Engineers in Seattle, Wash. Refer to charted regulation section numbers.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE D
CAUTION
Numerous uncharted sunken logs and stub piling are known to exist in this area.

The tidal current vectors shown on this chart (in green) represent the average maximum speeds of flood and ebb currents, and the direction of flow. The speeds are represented by the numbers shown, and the directions by the orientation of the vector arrows. The maximum speeds will vary through time. For exact predictions, consult the Tidal Current Tables, Pacific Coast of North America.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, Wash	KHB-60	162.55 MHz

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1 800 424 8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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Pipeline Area — Cable Are

Additional uncharted submarine pipelin submarine cables may exist within the a this chart. Not all submarine pipelines an marine cables are required to be burie those that were originally buried may become exposed. Mariners should use ex caution when operating vessels in dep water comparable to their draft in areas pipelines and cables may exist, and anchoring, cragging, or trawling.

Covered wells may be marked by ligh unlighted buoys.

CAUTION
Fixed and floating obstructions, submerged, may exist within the magenta bridge construction area. Mariners are adv proceed with caution.

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		foot	foot	foot	feet
Brownsville, Port Orchard	(47°39'N/122°37'W)	11.8	11.0	2.9	-5.0
Seattle, Elliott Bay	(47°36'N/122°20'W)	11.4	10.5	2.8	-5.0
Port Blakely	(47°36'N/122°31'W)	11.5	10.6	2.8	-5.0
Tacoma, Commencement Bay	(47°15'N/122°26'W)	11.8	11.0	2.9	-5.0
Gig Harbor	(47°20'N/122°35'W)	11.6	11.0	2.8	-5.0
Bremerton, Port Orchard	(47°34'N/122°37'W)	11.7	10.9	2.8	-5.0

(802)

COLREGS, 80.1395 (see note A)
International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE C
Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.649" southward and 4.461" westward to agree with this chart.

SOURC

A	1990-1998	NOS Surveys
B1	1990-2001	NOS Surveys
B2	1970-1989	NOS Surveys
B4	1900-1939	NOS Surveys

SOURCE DIA
The outlined areas represent the limits survey information that has been evaluate banded in this diagram by date and type by the U.S. Army Corps of Engineers ar not shown on this diagram. Refer to Ch

RACING BU
Racing buoys within th are not shown hereon. I obtained from the U.S. C Offices as racing and oth not all listed in the U.S. Co

Burley
Burley Lagoon
Purdy
OVHD PWR CABS
ERSON BAY

Joins page 16

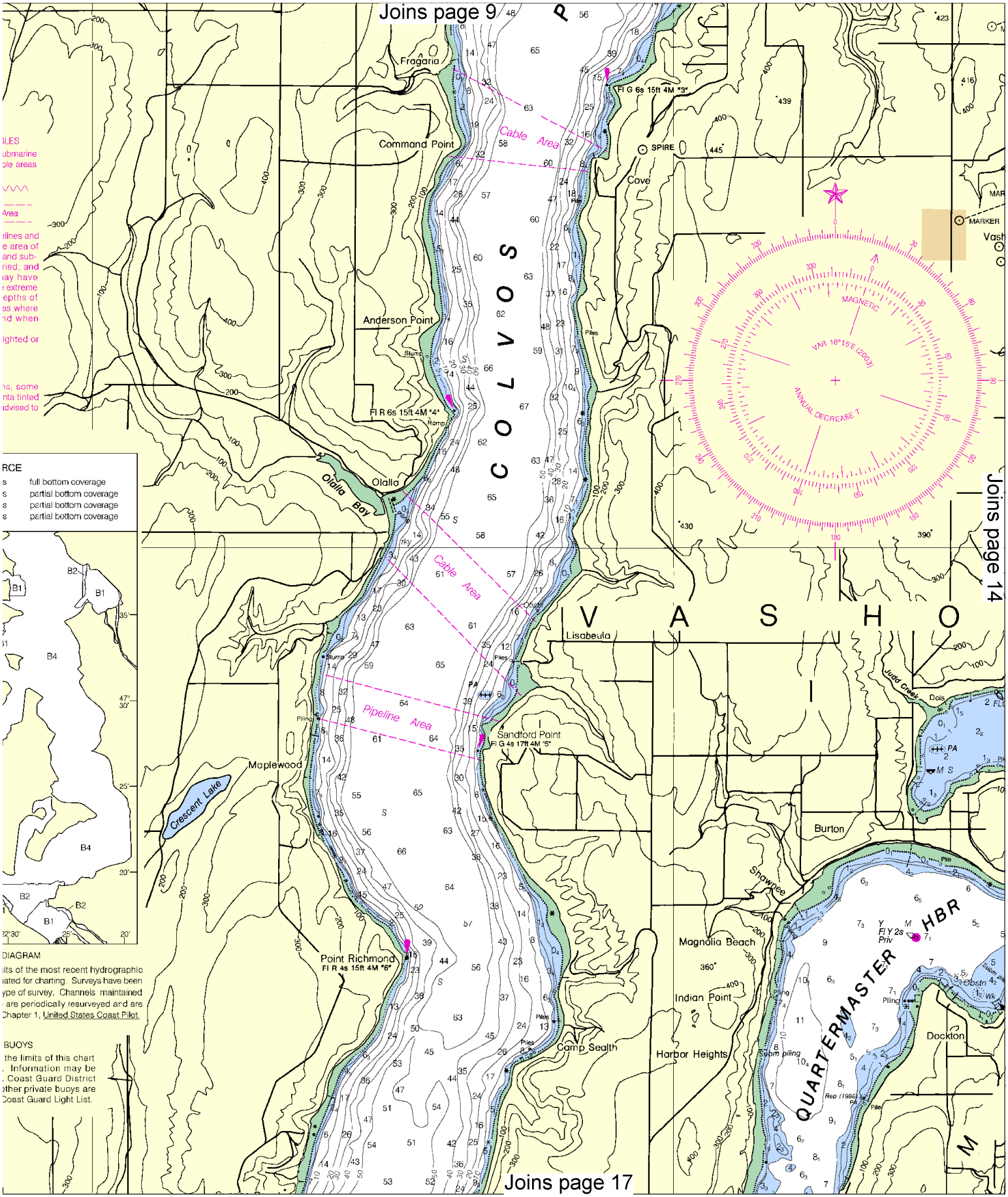
North

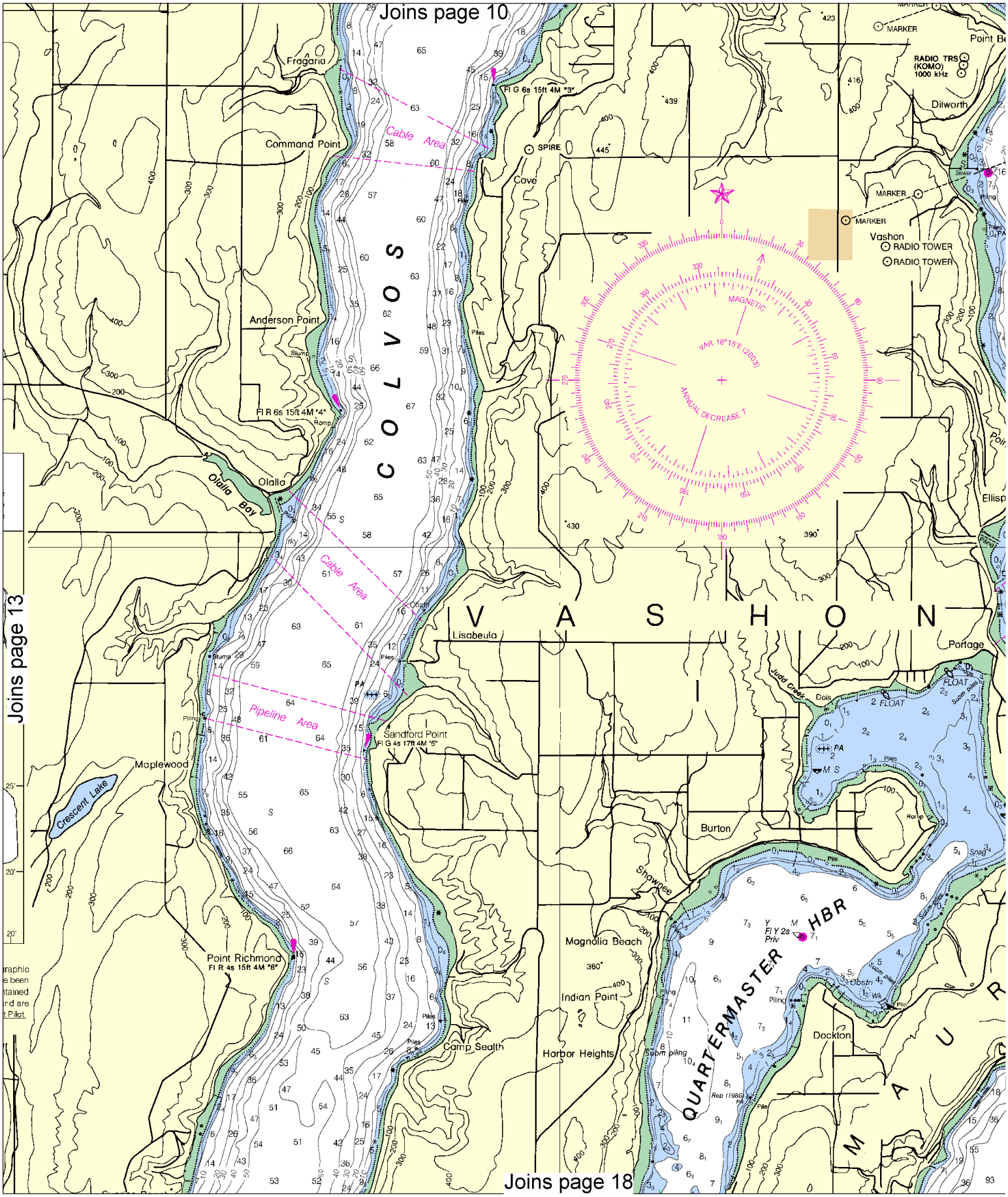
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
Fragaria
Command Point
Cable Area
Fl G 6s 15ft 4M "3"
SPIRE
Cove
MARKER
COLVOS
Anderson Point
Fl R 6s 15ft 4M "4"
Ramp
Olalla
Olalla Bay
MAGNETIC
VAR 18°15'E (2003)
ANNUAL DECREASE 7'
Joins page 14
VASHON
Lisabeula
Cable Area
Pipeline Area
Sandford Point
Fl G 4s 17ft 4M "5"
Maplewood
Crescent Lake
Point Richmond
Fl R 4s 15ft 4M "6"
Judd Creek
Burton
Shawnee
Magnolia Beach
Indian Point
Harbor Heights
Camp Sealth
QUARTERMASTER HBR
Dockton
Joins page 17
full bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage
DIAGRAM
BUOYS



14

North

Printed at reduced scale.

~~SCALE 1:40,000~~

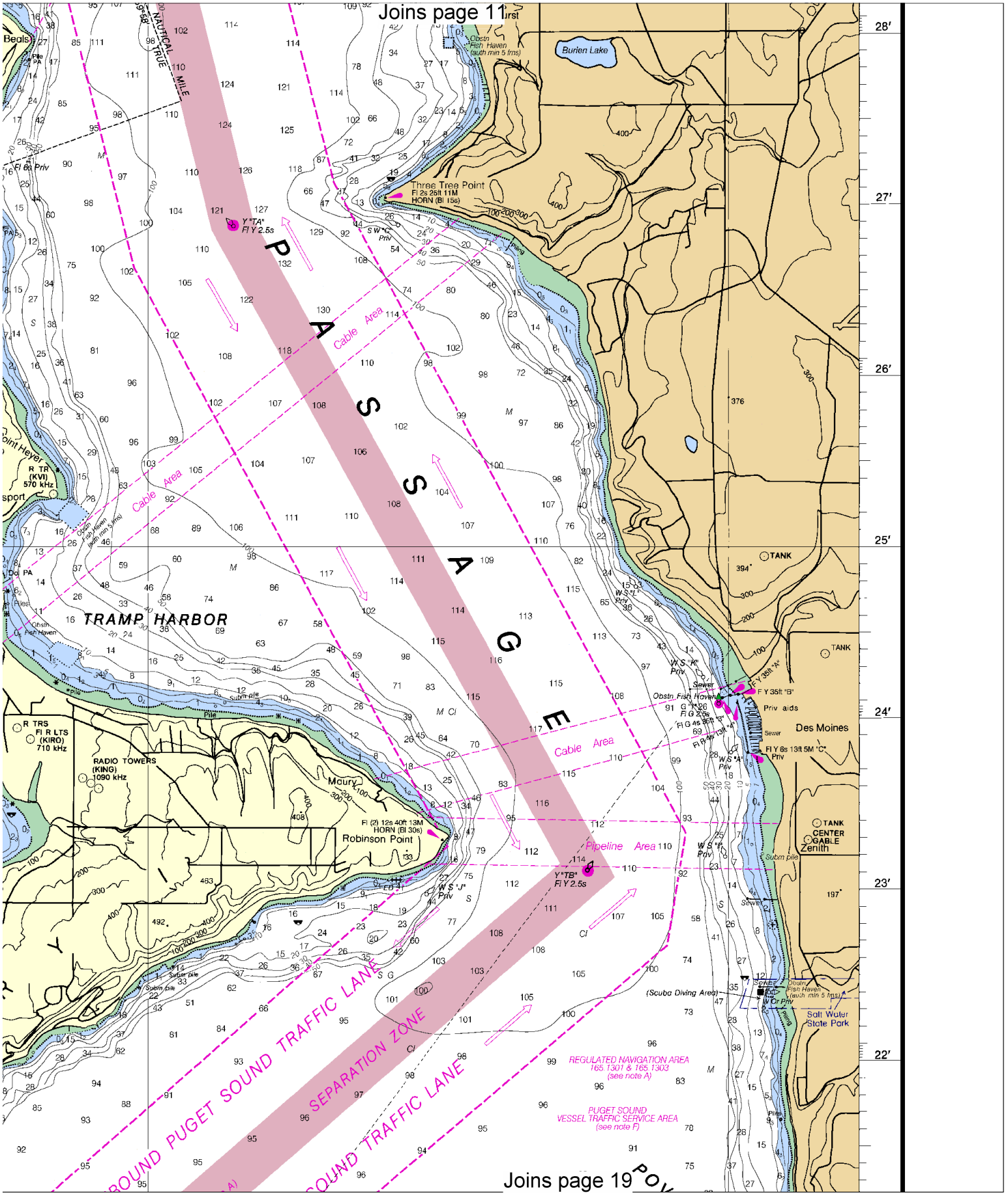
Nautical Miles

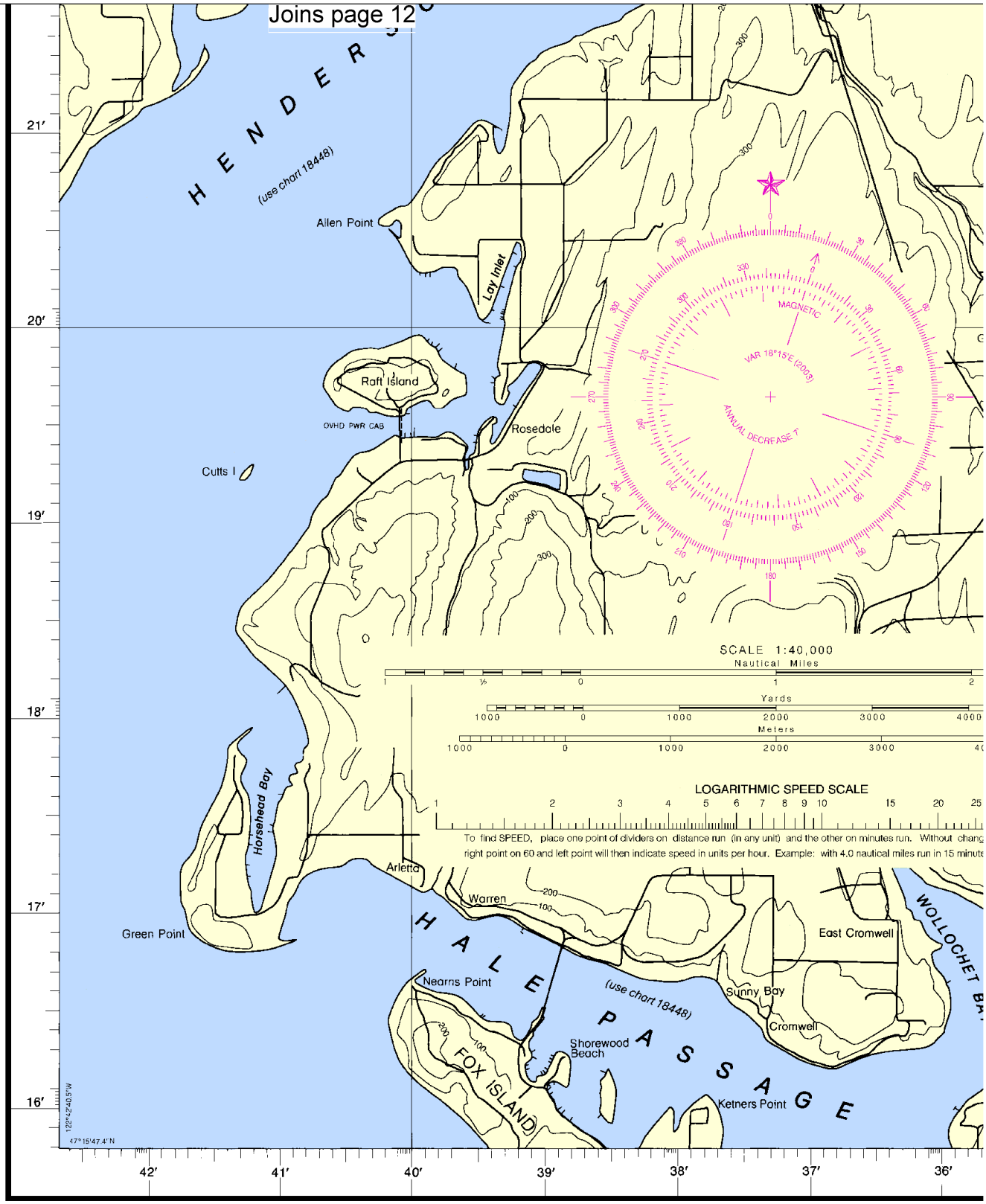
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
Burien Lake
Three Tree Point
Fl 2s 25ft 11M
HORN (Bl 15s)
Y "TA"
Fl Y 2.5s
PASSAGE
Cable Area
TRAMP HARBOR
R TR
(KVI)
570 kHz
R TRS
Fl R LTS
(KIRO)
710 kHz
RADIO TOWERS
(KING)
1090 kHz
Maury
Fl (2) 12s 40ft 13M
HORN (Bl 30s)
Robinson Point
Pipeline Area
Y "TB"
Fl Y 2.5s
Des Moines
Priv aids
TANK
CENTER
GABLE
Zenith
(Scuba Diving Area)
Salt Water
State Park
REGULATED NAVIGATION AREA
165.1301 & 165.1303
(see note A)
PUGET SOUND
VESSEL TRAFFIC SERVICE AREA
(see note F)
SEPARATION ZONE
PUGET SOUND TRAFFIC LANE
PUGET SOUND TRAFFIC LANE
Joins page 19
28′
27′
26′
25′
24′
23′
22′



8th Ed., Oct. / 03 ■ Corrected through NM Oct. 25/03
Corrected through LNM Oct. 7/03

18474

CAUTION

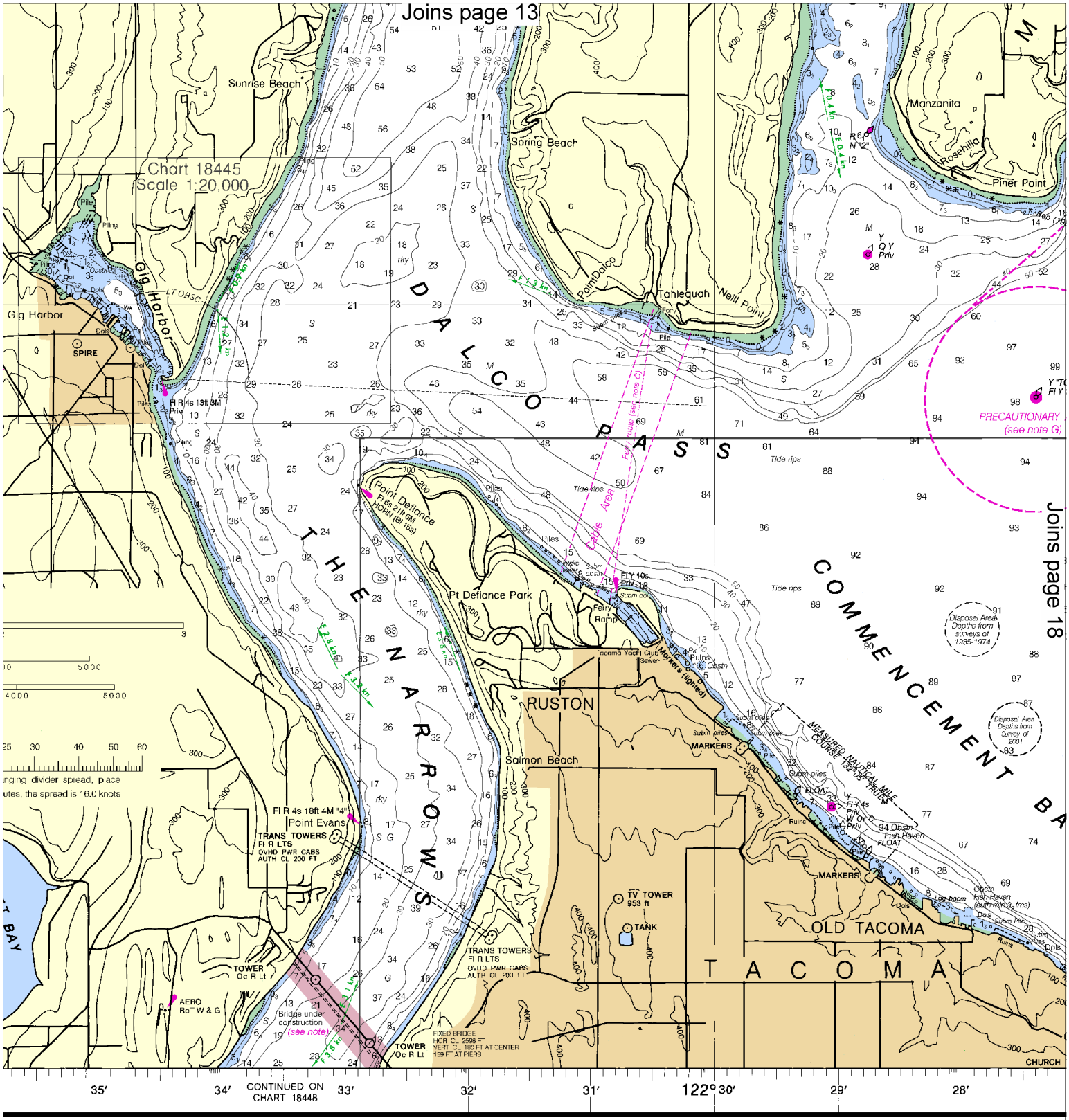
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



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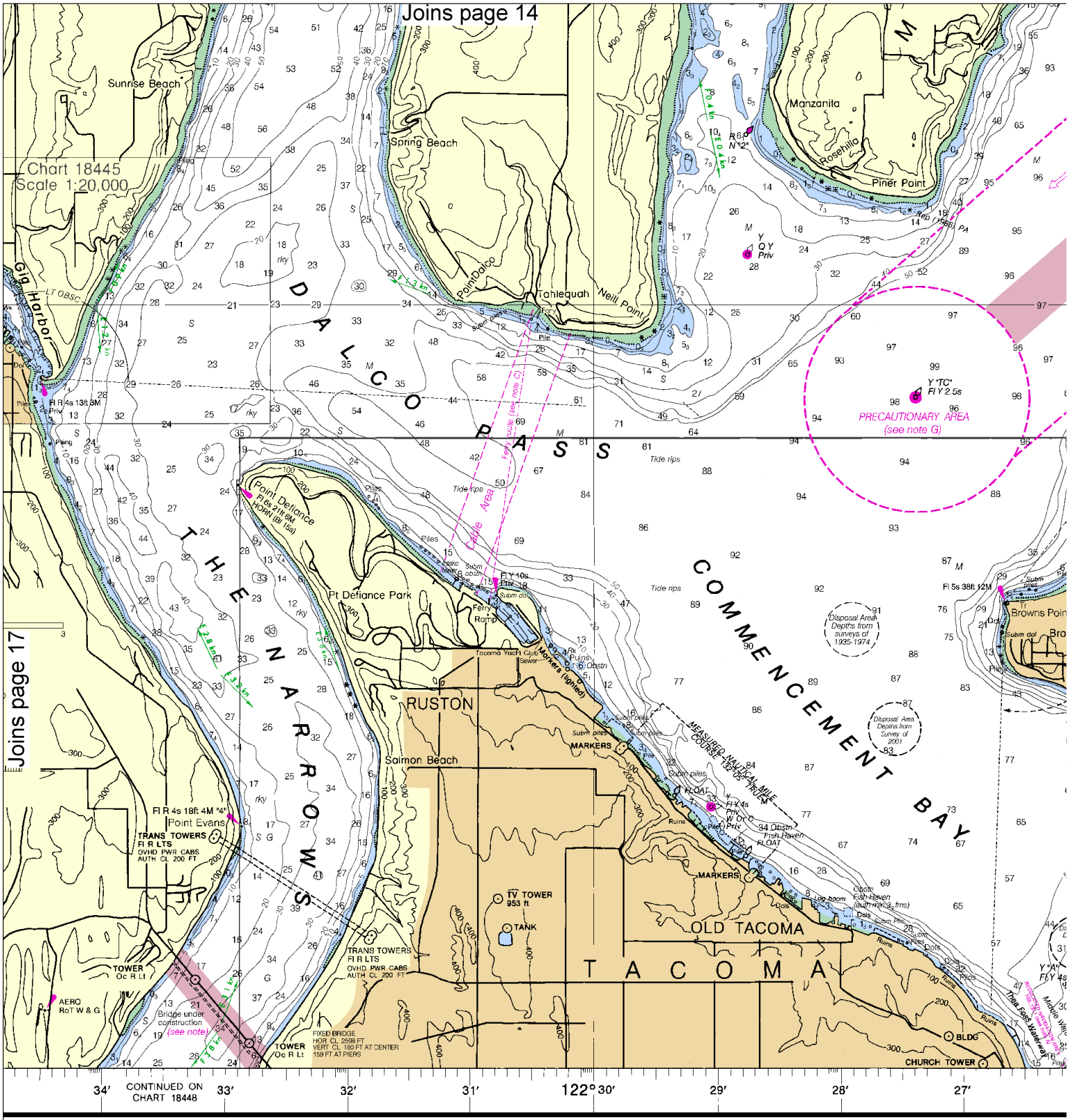

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

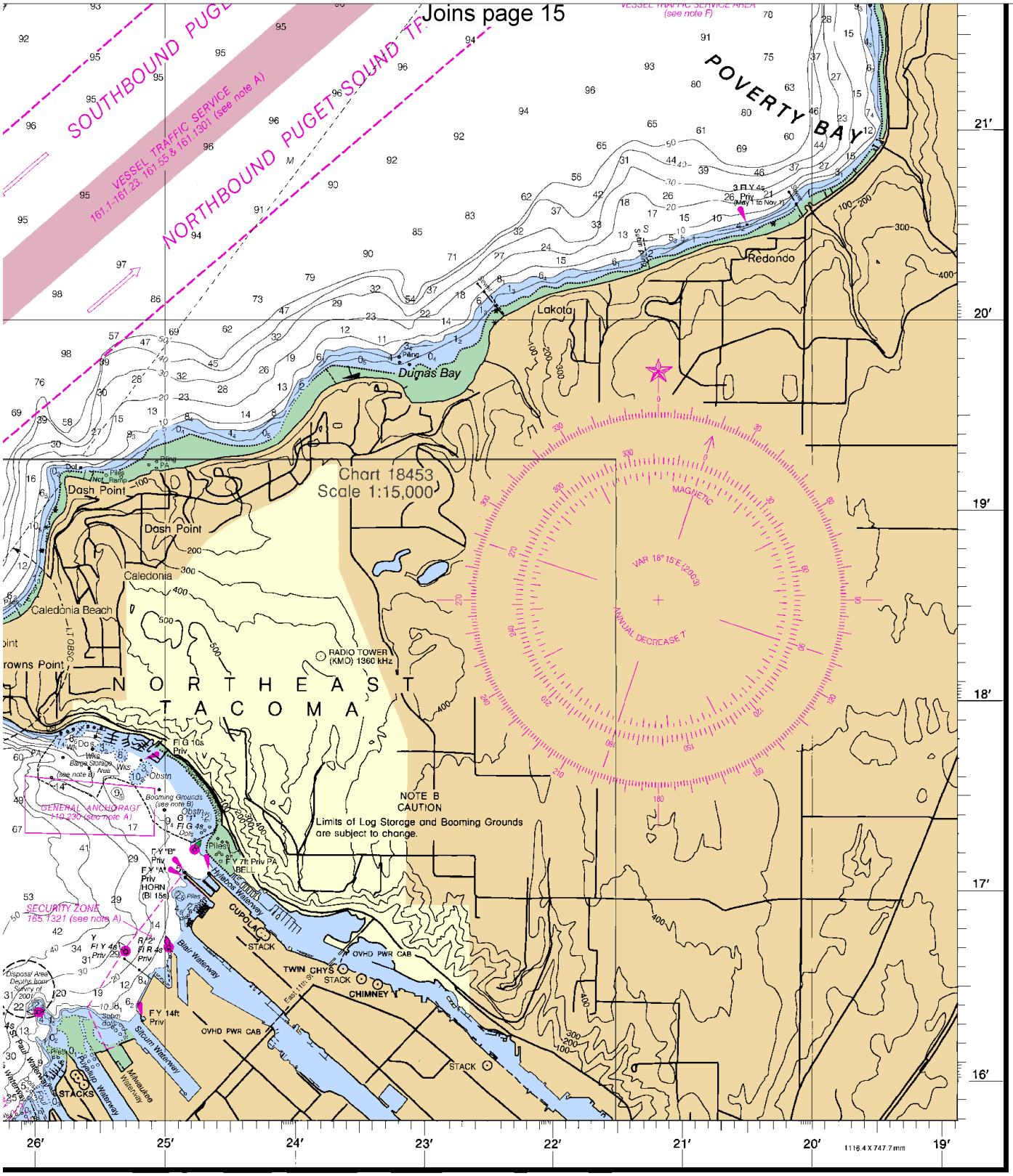
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



FATHOMS		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Shilshole Bay to Commencement Bay **18474**

SOUNDINGS IN FATHOMS – SCALE 1:40,000

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

ED. NO. 8

NSN 7642014012197

NIMA REFERENCE NO. 18AHA18474

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue – 206-220-7001
Coast Guard Seattle – 260-217-6001
Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

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Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.